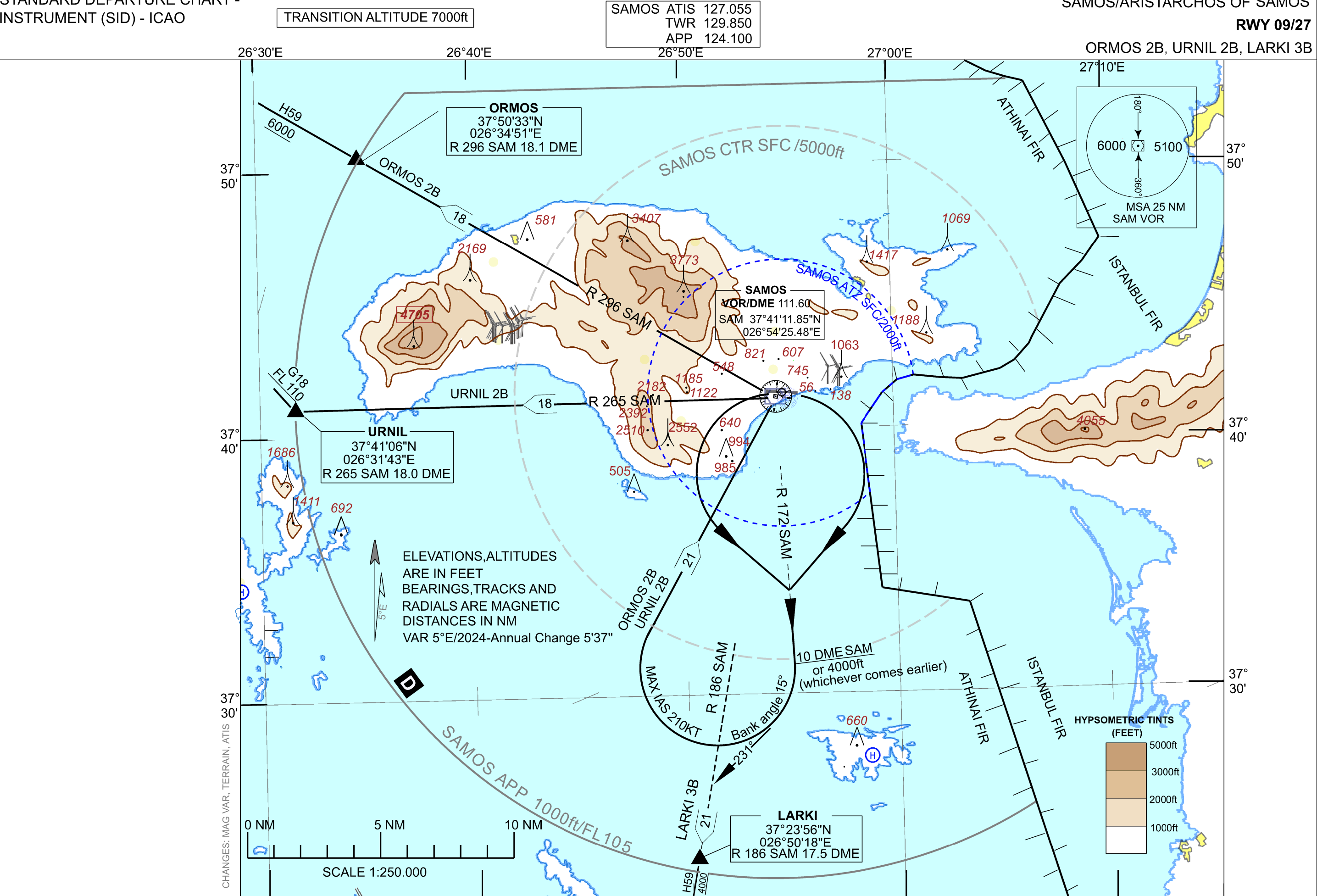


STANDARD DEPARTURE CHART -  
INSTRUMENT (SID) - ICAO

SAMOS/ARISTARCHOS OF SAMOS  
**RWY 09/27**



**SAMOS/ ARISTARCHOS OF SAMOS**  
**SAM VOR/DME SIDs - RWY 09/27**

**GENERAL INSTRUCTIONS**

PDG: 5.0% (304 ft/nm) up to the minimum en-route altitude 6000ft (due to obstacles and then for ATC purposes). When an altitude higher than the transition altitude is designated, then an equivalent flight level shall be specified by ATC unit.

TAKE OFF either RWY 09 or RWY 27

Visual initial climb with right turn (RWY 09) or left turn (RWY 27) to intercept R 172 SAM VOR/DME, thence:

**LARKI 3B:** Climb on R 172 SAM. At R 172 SAM/10 DME FIX or 4000ft, whichever comes earlier, turn right to track 231<sup>0</sup>, intercept and follow R 186 SAM to LARKI 4000ft or above. (See note 1)

**URNIL 2B:** Climb on R172 SAM. At R 172 SAM/10 DME FIX or 4000ft, whichever comes earlier, turn right (MAX IAS 210KT, Bank angle15<sup>0</sup>) to SAM VOR/DME 6000ft or above, turn left intercept and follow R 265 SAM to URNIL FL 110 or above. (See note 2 & 3)

**ORMOS 2B:** Climb on R 172 SAM. At R 172 SAM/10 DME FIX or 4000ft, whichever comes earlier, turn right (MAX IAS 210KT, Bank angle15<sup>0</sup>) to SAM VOR/DME 6000ft or above, turn left intercept and follow R 296 SAM to ORMOS 6000ft or above. (See note 2 & 3)

Note 1: “Visual Departure RWY 09 to LARKI:

By day, when the visibility is 10 km and ceiling 4000ft or greater, aircraft expecting routing via LARKI 3B may be requested if they can accept a visual departure.

When accepting a visual departure and climb, aircraft will be expected to turn right as soon as practicable after departure, maintain VMC and own terrain and obstacle separation until passing ALT 3500ft and climb as been instructed by ATC unit direct to LARKI.

Standard separation will be provided between aircraft departing VMC and all other IFR aircraft.

Aircraft that report unable to comply with the above, shall follow the full SID procedures, or as instructed by ATC.”

Note 2: “Visual Departure RWY 09 with RIGHT TURN to URNIL or ORMOS:

By day, when the visibility is 10 km and ceiling 6000ft or greater, aircraft expecting routing via URNIL 2B or ORMOS 2B may be requested if they can accept a visual departure with RIGHT TURN.

When accepting a visual departure with RIGHT TURN and climb, aircraft will be expected to turn right as soon as practicable after departure, maintain VMC and own terrain and obstacle separation until passing ALT 6000ft and climb as been instructed by ATC unit direct to URNIL (FL 110 or above) or ORMOS. (Alt. 6000ft or above.)

Caution spot heights: bearing SAM/VOR 068 DEG / 2.6 NM at 889ft AMSL,

Bearing SAM/VOR 216 DEG/2.9 NM at 994ft AMSL,

Bearing SAM/VOR 243 DEG/4.4 NM at 2552ft AMSL,

Bearing SAM/VOR 315 DEG/5.19 NM at 3773ft AMSL,

Bearing SAM/VOR 275 DEG/13.82 NM at 4705ft AMSL.

Standard separation will be provided between aircraft departing VMC and all other IFR aircraft.

Aircraft that report unable to comply with the above, shall follow the full SID procedures, or as instructed by ATC.”

Note 3: “Visual Departure RWY 09 with LEFT TURN to URNIL or ORMOS:

By day, when the visibility is 10 km and ceiling 6000ft or greater, aircraft expecting routing via URNIL 2B or ORMOS 2B may be requested if they can accept a visual departure with LEFT TURN.

When accepting a visual departure with LEFT TURN and climb, aircraft will be expected to turn left as soon as practicable after departure, maintain VMC and own terrain and obstacle separation until passing ALT 6000ft and climb as been instructed by ATC unit direct to URNIL (FL 110 or above) or ORMOS. (Alt. 6000ft or above.)

Caution spot heights: bearing SAM/VOR 068 DEG / 2.6 NM at 889ft AMSL,

Bearing SAM/VOR 063 DEG/6.17 NM at 1188ft AMSL,

Bearing SAM/VOR 045 DEG/8.54 NM at 1069ft AMSL,

Bearing SAM/VOR 030 DEG/6.18 NM at 1417ft AMSL,

Bearing SAM/VOR 315 DEG/5.19 NM at 3773ft AMSL,

Bearing SAM/VOR 313 DEG/8.11 NM at 3407ft AMSL,

Bearing SAM/VOR 275 DEG/13.82 NM at 4705ft AMSL.

Standard separation will be provided between aircraft departing VMC and all other IFR aircraft.

Aircraft that report unable to comply with the above, shall follow the full SID procedures, or as instructed by ATC.”